Government has been drawn to this matter several times by the people of the locality. I wish to bring this matter to the notice of the Government once again by this motion.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: This is a small stream flowing into the Periyar river. The proposed Bridge will serve only a very small area. The question was put before the Government some years ago and it was thought that the cost of constructing this bridge may not be commensurate with its use. It is a place where high flood levels occur and therefore high bridge approaches would be necessary. So the question was definitely put off. I shall again look into the question and see if conditions are altered.

Mr. Ephraim Ouseph *(Narakkal)*: In view of the assurance given I withdraw.

Cut Motion, by leave, withdrawn

CUT MOTION No. 16

Pazuvam canal

* **Mr. K. S. Panicker** *(Ezhuvas-Mukundapuram)*: To reduce the allotment of Rs. 9,07,770 for communications by Re. 1 To impress upon the Government the urgent necessity of improving, that is widening and deepening the Pazuvam canal from Karanchira to Kokkalai to make it a navigation canal as before.

മിസ്റ്റർ പ്രസിഡണ്ട് സർ, To reduce the allotment of Rs. 9,07,770 for communications by Re. 1 (To impress upon the Government the urgent necessity of improving i.e., widening and deepe ning the Pazhuvam canal from Karanchira to Kokkali to make it a navigation canal as before") ഇതാണ് എന്റെ കട്ട്മോഷൻ. ഈ തോടിന്റെ പ്രാധാന്യത്തെ സംബന്ധിച്ചു പല ബഹുമാന്യ മെമ്പർമാരും അവരുടെ ബഡ്ജറ്റ് പ്രസംഗങ്ങളിൽ ഇവിടെ പ്രസ്താവിക്കുകയുണ്ടായിട്ടുണ്ട്. ഈ ഒരു സംഗതി ഈ നിയമസഭയുടെ ആവിർഭാവംമുതൽ ഇന്നുവരെ ഈ നിയമസഭയിൽ മുഴങ്ങികൊണ്ടിരിക്കുന്നതാണ്. ഇപ്പോഴത്തെ പരിതസ്ഥിതികൾമൂലം ഏറ്റവും പ്രധാനമായ കൊച്ചി പട്ടണത്തിൽനിന്ന് മറ്റൊരു പ്രധാനപട്ടണമായ തൃശ്ശിവപേരൂക്ക് സാമാനങ്ങളും മറ്റും തീവണ്ടിമാർഗ്ഗം കൊണ്ടുപോകുന്നതിന് വളരെ പ്രയാസം നേരിടുന്നുണ്ട്. ഈ വക ബുദ്ധിമുട്ടുകൾ വരുമെന്നു കാലെക്കൂട്ടി കണ്ടുകൊണ്ടുതന്നെയാണ് ഈ നിയമസഭയുടെ ആവിർഭാവം മുതൽ ഈ തോട് നന്നാക്കണമെന്ന് പറയുന്നത്. കച്ചവടക്കാക്ക് ഏറ്റവും സൌകര്യമായ വിധത്തിൽ, ഏറ്റവും ചിലവു ചുരുക്കത്തിൽ സാമാനങ്ങൾ മട്ടാഞ്ചേരിയിൽനിന്ന് തൃശ്ശിവപേരൂക്ക് കൊണ്ടുപോകുവാൻ ഏറ്റവും എളുപ്പമായ ഒരു മാർഗ്ഗമാണ് ഇത്. ഈ സംഗതി ഇപ്പോൾ ഗവൺമെണ്ടിന്റെ ശ്രദ്ധയിൽ പെട്ടിട്ടുണ്ടെന്നു കാണുന്നതിൽ കുറച്ചു ആശ്വാസപ്രദമായി തോന്നുന്നുണ്ട്. ഫ ഫ ഫൻ-ൽ ഏതാനും സംഖ്യ ഈ തോടിന്റെ പരിഷ്ക്കരണത്തിനുവേണ്ടി ചിലവാക്കീട്ടുണ്ടെന്നു കാണുന്നു. ഫ ഫ ഫ-ൽ ഫ൯, ന ൦ ക. ഇതിനു ചിലവാക്കുവാൻവേണ്ടി ബഡ്ജറ്റിൽ തുക കൊള്ളിച്ചുകാണുന്നുണ്ട്. പക്ഷെ എന്റെ അഭിപ്രായം കടലിൽകൊണ്ടു കായം കലക്കുന്നതുപോലെ കുറേശ്ശെയായി പണം ചിലവു ചെയ്ത് അതു നശിപ്പിച്ചിട്ട് കാര്യമില്ലെന്നാണ്. ഫ ഫ ഫൻ-ൽ ഇതിനുവേണ്ടി ഏതാനും സംഖ്യ ചിലവുചെയ്തിട്ടുണ്ടെങ്കിലും അതു ചിലവു ചെയ്തതായിട്ടു വിചാരിക്കുവാൻ നിവൃത്തിയില്ല. തോട്ടിൽനിന്നു മണ്ണെടുത്തു അതിന്റെ ഇരുപാർശ്വങ്ങളിലുമിട്ടു കഴിഞ്ഞാൽ അതു വർഷക്കാലത്തു വീണ്ടും തോട്ടിലേക്കുതന്നെ കുത്തിഒലിച്ചു പോവുകയാണ് ചെയ്യുന്നത്. അപ്പോൾ അതുകൊണ്ട് പറയത്തക്ക യാതൊരു പ്രയോജനവും കാണുന്നില്ല. തോട് നല്ലപോലെ താഴ്ത്തി അതിലുണ്ടാകുന്ന മണ്ണ കുറെ അകലെയായി ഇടുന്നപക്ഷം അതു കൃഷിക്ക് ഉപകാരമാവുകയും, തോട് നല്ല ഒരു നാവിഗേഷൻ കനാലാക്കിത്തീർക്കുവാൻ സാധിക്കുന്നതുമാണ്. ഈ കാര്യത്തിൽ ഫണ്ടില്ലാവാദം പറയുകയില്ലെന്ന് ഞാൻ വിശ്വസിക്കുന്നു. ഇതിന്റെ പണി ഫ ഫ ഫ ൦-ൽ തന്നെ പൂർത്തീകരിക്കണമെന്ന് ഗവൺമെണ്ടിനോട് അപേക്ഷിച്ചുകൊണ്ടും, ഇത് നിയമസഭ സർവ്വസമ്മതമായി പാസ്സാക്കണമെന്ന് അപേക്ഷിച്ചുകൊണ്ട ഞാൻ ഈ ഖണ്ഡനോപക്ഷേപം ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

* **Mr. Joseph Pettah** *(Adur)*: I beg to support this motion. But before proceeding I should be obliged to the Hon'ble Member for P.W.D. if he informs me what is the milage of the road from Karanchira to Kokkalai and what would be the cost of improving this road per mile.

* Speech not corrected by the Hon'ble Member.

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Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: The canal is about 9 miles long and the approximate cost will be 40 thousand, according to the present rates of tenders.

* **Mr. Joseph Pettah** *(Adur)*: In supporting this I would say only one word, about the improvement of water traffic. Even in ordinary times especially when heavy articles are carried articles like tiles, various kinds of pottery works, tapioca and even fuel, the importance of water transport is patent and it is especially so when the other alternative means of communications are miserable for instance in the railway traffic there are serious handicaps. So also bus traffic. Even ordinary bullock cart traffic we cannot have at our disposal as we had before the times of war. I understand that there is some amount set apart for this purpose in the budget of 1120. But my surprise is this. This point has been raised many years ago when I was a member of this House before ten years ago. Even on that occasion very many members of this House had occasion to bring this matter to the notice of the Government and yet after so many years nothing substantial has been done. If it had been attended to earlier many of our present difficulties would not have occurred. When we were talking of tapioca the real difficulty was the question of distributing. In certain parts like Kuzhupilly, Narakkal and Mattancheri this tapioca would not be had and that is because communication is not available in satisfactory condition. If we had this water traffic this tapioca can easily be taken from the place of production to the place of consumption. Then as the Hon'ble Mover has pointed out there is the question of fuel. We can have plenty of fuel on the northern parts of the State. Again it is a question of communication and a question of transport. Even in the matter of rice to be taken from Mattancheri to Trichur or from Trichur to other places we find that water transport has been very serviceable. The question of tiles for the Harbour works lakhs and lakhs of tiles are required there. If this water traffic had been available these tiles should have been taken by this way. So I should say that this should be considered as a war measure. In these days when we are trying to make matters clear and satisfactory especially with regard to food supplies this measure has to be undertaken even as a war measure, and priority has to be given to this measure. After all the fund needed according to the Hon'ble Member for Public Works would not be so very great.

Even if more funds are required I should say that priority should be given because the opening of this canal would bring a large amount of relief in various directions to the people all over the State. Another thing is the method of executing the work. It was pointed out by the Hon'ble Member that if it is done on a contractual basis if it is given to the contractors the work may not be properly done and there would be every year a sort of recurring expenditure because they are just deepening the canal and putting all the earth or mud on either side of the canal and when the floods come all this mud is washed and thereby the canal is silted up. If it is done departmentally and at the personal supervision of the Hon'ble Member for Public Works I believe the work will be done very efficiently and it would be in the best interest of the State.

Mr. P. P. Devassy *(Trichur-South)*: Cut Motion No. 24 that I tabled is also to the same effect. It may be taken up along with this.

Mr. President: Yes.

Mr. P. P. Devassy *(Trichur-South)*: I had occasion to make reference to the extreme necessity of this work considering the present conditions of transport by rail and the nonavailability of railway waggons—I had occasion to commend on this while offering my remarks on the budget.

Now one point I will add to the discussion. We come across several such instances in the Travancore State. We are also told that by the introduction of what is called the lock system they have been able to get over this difficulty. Now in the summer season at Karanchira it becomes necessary to transport the goods so far taken by taking it from one side of the bund to the other side by coolies to boats plying on the other side of the bund. This difficulty, I feel can be got over by the introduction of what is called the lock system. By feats of advanced engineering this has been done with reference to the biggest canals of the world. The difficulty of salt water mixing with fresh water has been successfully combated in other places. I believe the Hon'ble Member for Engineering will be pleased to enquire into the possibilities of introducing this system effectively and successfully with reference to Karanchira so much that the immense facilities that are opened to us in the matter of transporting goods by water from Cochin to Trichur will be made available to us throughout the year in the near future. I would request

* Speech not corrected by the Hon'ble Member.

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the Hon'ble Member for Engineering to abandon the policy of piecemeal repairs and throwing some earth from the canal on either side of it which will result in the earth coming back to the canal on the setting in of the monsoons. The canal has, of course, to be properly deepened.

Now in drawing the attention of the Government to the necessity for this work I would also add that I plead for this work not because it is going to benefit the merchants of Trichur or any of the merchants. The whole benefit ultimately goes to the consumer in the Northern Taluks. There is so much difference between transport by rail and transport by water. The prices at which goods are sold in the Northern Taluks must considerably go down if facilities for water transport are offered to merchants in that part of the State. I would therefore most earnestly commend this cut motion to the acceptance of this House.

Mr. N. Govinda Pai *(Nominated)* : I have very great pleasure in supporting this cut-motion I have already pointed out in my budget speech that this is a very important item that should be taken up by the Government to facilitate transport between Mattancheri and Trichur. The importance of this work is all the more enhanced when I point out to the House that it is not only transport between Mattancheri and Trichur that is effected but also the transport of goods which is made by the bullock carts between Pollachi, Coimbatore and other British parts to Trichur. Goods are brought by bullock carts from these places up to Trichur at a very cheap rate and if the present suggestion is given effect to we will find it very advantageous to bring all those goods to Mattancheri up and down. I have very great pleasure therefore to recommend this to the Government. The lock system of which I spoke during my budget speech is very important in this connection. Because it is only by introducing such a system that free traffic can be had throughout the year. Otherwise for about 3 or 4 months in the year through traffic will be closed to the great detriment of trade and commerce.

Mr. Ephraim Ouseph *(Narakkal)*: In this year's budget the amount that is sanctioned is Rs. 3,400 for work to be completed by the end of 1119, I want to know whether this 29,600 is also sanctioned.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : The estimate for the work is 12,000 and the tender has been given at about 175 per cent above the estimated rate. These two figures 29,600 and 3,400 will make up that figure.

Mr. C. V. Iyyu *(Kunnamkulam)*: I hope from the information available the Government is going to take up the work.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: They have already taken up the work.

Mr. C. V. Iyyu *(Kunnamkulam)*: I also support the motion. This is for strengthening the hands of the Government to do this as early as possible. The Government should also bear in mind that there are canal connections equally important as the deepening of the Karanchira thodu. In this connection I would draw the attention of the Member for Engineering the necessity to connect Kunnamkulam by having a connection to the Konoly canal. With these few words I support the motion.

Mr. George Panikulam *(Irinjalakkuda)* : Mr. President on a point of information I want to know whether the Rs. 40 thousand would include lock system also?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: No.

Mr. George Panikulam *(Irinjalakkuda)*: Can the lock-system also be included?

Mr. President: The answer is no.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: I was always maintaining that the lock system would not be of any use at all. It will be successful in certain places but it will not be suitable in this place.

Mr. George Panikulam *(Irinjalakkuda)* Anyhow when this canal work is taken up instead of throwing the earth on either side of the canal I may suggest that the whole sand available may be taken to and put on the western side of the canal between Pazhuvam bridge and Karanchira bridge so that the 4 to 5 furlongs of road between those 2 bridges can be constructed. The new road from Kattur to Karanchira bridge has been now taken up by the Road Board. The road from Kattur to Karanchira bridge will be connected with the main road to Trichur from Pazhuvam bridge, if the above proposal is accepted. There is no necessity for the mud to be placed on either side of the canal, because such mud will come down to the canal again every year.

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Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: The question of improving the canal navigation facilities to Trichur has already been engaging the attention of the Government. In the year 1119 Government have provided money for the deepening of the canal from Karanchira to Trichur. The length of the canal is about 9 miles and of this nearly 4 miles of canal have already been deepened. The earth taken out from the canal was first deposited on the bank but most of it has already been removed from the canal banks. The present depth of the canal is 6 feet below Enamakal dam. There will be about 3½ to 4 feet of water until the end of Meenam. This will be sufficient for the navigation of country boats. With the proposal for the storage of water in Mullurkayal I think there will be water to this extra depth in the canal throughout the year. But there will be one difficulty. The bank at Karanchira will necessitate break of Bulk at the place. The suggestion for the lock-system to avoid this has been made some time ago in this Council. It was thoroughly investigated. As the members know in any lock-system waters from the two different sides must mix. There is no method by which one can transport a vessel from one side of a lock to the other without mixing of waters. On one side the water is highly brackish. We will be admitting this brackish water into the kole lands every time a boat is taken in through a lock. This constant addition of salt water into the kole lands will make the salinity of water harmful to the crops. That is the reason why I say that a lock-system in that particular place would not be suitable.

Mr. L. M. Pylee *(Latin Christians-Ernakulam)*: But is there not the same trouble in Travancore?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: There the conditions are entirely different. Three perennial rivers, the Monymala stream, the Chengannur stream, etc., bring in fresh water into the area. Further the salinity of the backwaters in that area is not also so high as we have in Trichur. Again the area protected by the lock in Travancore is so very extensive that a small addition of salt water in that area will not cause any harmful concentration of salt. These are the main reasons why the lock-system is successful there. Those conditions do not exist in Trichur. As a matter of fact a lock-system was tried at Koonanjilly in Cochin State. The Travancore Government suggested this work. We agreed and the lock was constructed. It was soon found that the lock could not be operated upon because of the harmful effect of salt water getting into it. The area was small and the salinity of water was also high. A lock will not be successful in all places and therefore the best thing that we could do in these circumstances is to deepen the canal and transfer merchandise at Karanchira from one side to another and take it to Trichur. Government have already taken up this work and I shall personally see that no damage to works happens on account of the excavated area being filled up.

Mr. P. P. Devassy *(Trichur-South)*: May I know, what will be the breadth of the bund?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: It will be about 12 feet.

Mr. P. P. Devassy *(Trichur-South)*: Will it be possible to erect a crane?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: I do not know whether a crane will be available in this time, but I will try. I am making enquiries.

* മിസ്റ്റർ കെ. എസ്സ്. പണിക്കർ:— മിസ്റ്റർ പ്രസിഡണ്ടു് സർ, നമ്മുടെ രാജ്യത്തു റെയിൽവെ വരുന്നതിനു മുമ്പു് നാവിഗേഷനായും, ഇറിഗേഷനായും ഉപയോഗിച്ചിരുന്നതു് കരാഞ്ചിറ—കൊക്കാല തോടാണു്. എന്നാൽ റെയിൽവെ വന്നതിനുശേഷം ഈ നാവിഗേഷനു് വളരെ പ്രയാസം നേരിടുകയും, അതിന്റെ ആവശ്യം കുറയുകയും ചെയ്തു. ലോക്സിസ്റ്റത്തിനു് ബുദ്ധിമുട്ടുണ്ടെന്നു് ചീഫ് എൻജിനീയർ അവർകൾ പറഞ്ഞതു ശരിയാണു്. ഒരുഭാഗം ഉപ്പുവെള്ളവും, ഒരുഭാഗം ശുദ്ധജലവുമായിരിക്കും. ഈ ഇറിഗേഷൻ പദ്ധതിനു് തടസ്സം കൂടാത്തവിധത്തിൽ സാമാനങ്ങൾ പകത്തികൊണ്ടു പോവുകയാണെങ്കിൽ ഈ വിഷമം നേരിടുമെന്നു് തോന്നുന്നില്ല. ഈ തോടിന്റെ ഇപ്രകാരമുള്ള വിഷമതകളെപ്പറ്റി തീപ്പെട്ട മഹാരാജാവു് തിരുമനസ്സിലെ അടുക്കൽ പറഞ്ഞപ്പോൾ ഒരുകെട്ടുണ്ടാക്കി സാമാനങ്ങൾ പകത്തി കൊണ്ടുപോവുകയാണെങ്കിൽ ഉപ്പുവെള്ളം കയറി കൃഷിക്കു് ഹാനികരമല്ലാത്തവിധത്തിൽ സാമാനങ്ങൾ കൊണ്ടുപോകാമല്ലൊയെന്നാണു് തിരുമനസ്സുകൊണ്ടു് കല്പിച്ചരുളിയതു്. കോൾനിലങ്ങളിൽ നിന്നു് പമ്പുചെയ്യുവരുന്ന വെള്ളവും ഈ തോട്ടിൽക്കൂടി ചേരുമ്പോൾ ഉപ്പുവെള്ളത്തിനു് അവിടെ സ്ഥാനമുണ്ടാവുകയില്ല. ഉപ്പുവെള്ളം ഏതാണ്ടു കുംഭമാസത്തിൽ മാത്രമെയുണ്ടാകാറുള്ളു, അതുവരേയും ശുദ്ധജലം മാത്രമായിരിക്കും. കോൾനിലങ്ങളിൽ പല സ്ഥലങ്ങളിൽ നിന്നും ഒരേ സമയത്തു പമ്പുചെയ്യുന്നവെള്ളം ഈ വഴിക്കു

* Speech not corected by the Hon'ble Member.

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വീട്ട് ഏറത്തിൽ വരുന്ന ഉപ്പുവെള്ളത്തെ തടഞ്ഞുനിറുത്തുകയും ചെയ്താൽ മാത്രം മതിയാവുന്നതാണു്. ഇതിനു ഇപ്പോൾ ഡൻ ന്യ ൦ ൦ക. ചിലവ് ചെയ്യുവാൻ നീക്കിവെച്ചിട്ടുണ്ടു്. വകുപ്പദ്ധ്യക്ഷൻ ൪ ൦,൦ ൦ ൦ക. യുണ്ടായാൽ ഈ പണി പൂത്തീകരിക്കുവാൻ സാധിക്കുമെന്നു് പറയുന്നുണ്ടു്. അപ്പോൾ ഒരുപതിനായിരത്തിൽ ചില്വാനം ഉറുപ്പികയും കൂടി അഡീഷനലായി എടുത്തു് ഈ പണി പൂത്തികരിക്കണമെന്നാണു് എനിക്കു പറയുവാനുള്ളതു്.

പിന്നെ കരാഞ്ചിറ മുതൽ ആലപ്പാട്ടുവരെ ഒരു റോഡു വേണമെന്നു് ആവശ്യപ്പെട്ടുന്നുണ്ടു്. ഈ തോട്ടിൽ നിന്നെടുക്കുന്ന മണ്ണു് ആ റോഡിനുവേണ്ടി ഉപയോഗിക്കാവുന്നതുമാണു്. അങ്ങിനെ ചെയ്യുകയാണെങ്കിൽ ഈ മണ്ണും വീണ്ടും തോട്ടിലേക്കു് വരുന്നതല്ല. അങ്ങിനെയാണെങ്കിൽ എല്ലാ കൊല്ലങ്ങളിലും തോട്ടിൽ നിന്നു് മണ്ണെടുക്കേണ്ടതായി വരികയില്ല. ഇങ്ങിനെ ചെയ്യുകയാണെങ്കിൽ ഒരു വെടിക്കു് രണ്ടു പക്ഷിയെന്നു് പറഞ്ഞപോലെ പല കാര്യങ്ങളും നമുക്കു് സാധിക്കുവാൻ കഴിയും. ഇറിഗേഷനു് വെള്ളം നിൽത്താൻ സാധിക്കും, നാവിഗേഷനു് വളരെ സൌകര്യമുണ്ടാക്കാൻ സാധിക്കും, റോഡില്ലാത്തവക്കു് റോഡുണ്ടാക്കാൻ സാധിക്കും ഇങ്ങിനെയുള്ള പല സൌകര്യങ്ങളും ഇതിനുണ്ടു്. ഒരുപതിനായിരം ഉറുപ്പികയും കൂടി ഉണ്ടായാൽ ഈ കൊല്ലംതന്നെ ഇതു നടത്തുവാൻ സാധിക്കുവുന്നതുകൊണ്ടു് ഈ കൊല്ലം നടത്തണമെന്നു് അപേക്ഷിക്കുകയും അതിനുവേണ്ടി ഞാൻ ഇതിവിടെ പ്രസ്താവിക്കുകയും ചീഫ് എൻജിനീയർ സമ്മതിച്ചിട്ടുള്ള നിലക്കു ഞാൻ ഉപക്ഷേപത്തെ പിൻവലിക്കുകയും ചെയ്യുന്നു.

Cut Motion, by leave, withdrawn

The House rose for lunch at 1-30 p.m., and re-assembled at 2-30 p.m., with the Panel Chairman Mr. P. P. Devassy in the Chair

CUT MOTION No. 17

Thoravankara-road

Mr. Ephraim Ouseph *(Narakkal)* : To reduce the allotment of Rs. 9,09,770 for communications by Re. 1. *To open a road in Thoravankara in the Srimulanagaram Panchayat.* Thoravankara is an inhabited area surrounded by paddy fields. The inhabitants have to go to Kanjoor for the purposes of everyday life. They find that very difficult especially in monsoons. There is not even a foot-path above water. The local panchayat has not got sufficient funds to take it up as an original work. This question has been brought to the notice of the House before. When the materials are locally available, I submit, Government is not justified in postponing such an urgent means of communication in the locality. Hence the motion.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : This is at present a panchayat road and in the present Road Board programme they have not included this work. I have no personal knowledge of the conditions prevailing in that locality. I shall look into that question and see what can be done.

Mr. Ephraim Ouseph *(Narakkal)* : In view of the assurance I withdraw.

Cut Motion, by leave, withdrawn

CUT MOTION No. 18

Bridges to connect Vypeen with Ernakulam

Mr. Ephraim Ouseph *(Narakkal)* : To reduce the allotment of Rs. 9,09,770 for communications by Re. 1. *To include the construction of two bridges to connect Vypeen with Ernakulam in the Post-war Development Scheme.* I am not asking for funds. I only want that this question be studied by the Post-war Development Committee and I just want to bring it to the attention of the Government also. In any scheme of Post-war development the Vypeen Pallipuram area is bound to occupy an important place in the development of the port area. That area is perhaps the most thickly populated area in the State—one of the most thickly populated areas in the world. It is ideally suited for the location of large factories and a very large labour force is immediately available. The bulk of it is now employed in Assam and when they return it will be very inconvenient to transplant such a very large population to other parts of the State. And unless that area is connected by bridges to the capital of the town. The large amount of money now spent and is going to be spent for the Vypeen Pallipuram road is a waste. The construction of these two bridges will be a feather to the cap of our Engineering Department.

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